

The China Mail.

Established February, 1840.

VOL. XL. No. 6671.

號十月二十日四百八十八英

HONGKONG, WEDNESDAY, DECEMBER 10, 1884.

日三十日十月廿日

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAIS, 11 & 12, Clerken's Lane, London; H. C. Green & Co., 3, Cornhill; Gordon & Goss, 1, Cornhill; E. C. Bales, 1, Cornhill; J. Walbrook, E.C.; SAMUEL DELON, 4, C.S., 150 & 152, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PELLET, 38, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSS, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BAIN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVIL & CO., Square, Singapore. C. HENKES & CO., Manila.

CHINA.—Macao, MARTS A. A. DE MELLO & CO., Macao; QUEK & CO., Amoy; WILSON, NICHOLS & CO., Foochow; HENKE & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & CO., Yokohama; LANE, CRAWFORD & CO.,

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE FOR EQUALIZATION \$ 400,000
RESERVE LIABILITY OF PRO- \$7,500,000
PERTYHOLDERS, \$7,500,000

COUNCIL OF DIRECTORS.
Chairman—A. P. McGEWEN, Esq.
Deputy Chairman—Hon. F. D. SASSON,
C. D. BOTTOMLEY, M. GROVE, Esq.
H. H. HODGES, Esq.
H. L. DALENTWELL, Hon. W. KESWICK,
Esq.
A. MOYER, Esq.
W. H. FORBES, Esq.
M. E. SASSON, Esq.

CHIEF MANAGER.
Hongkong, Thomas JACKSON, Esq.
MANAGER.
Shanghai, E. W. CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

THOMAS JACKSON,
Chief Manager.
Hongkong, August 25, 1884. 1423

NOTICE.
RULES OF THE HONGKONG
SAVINGS' BANK

1.—The business of the above Bank will
be conducted by the Hongkong and
Shanghai Banking Corporation, on their
promises in Hongkong. Business hours
on week-days, 10 to 3: Saturdays, 10
to 1.

2.—The Assets of the Hongkong and
Shanghai Banking Corporation will
form a direct security for the repayment
of sums deposited in the above
Bank.

3.—Sums less than \$1, or more than \$250
at one time will not be received. No
depositor may deposit more than \$1,500
in any one year.

4.—Deposits may be of behalf of relatives,
trustees, &c., in addition to the depositor's
own account.

5.—Persons desirous of saving sums less
than a dollar may do so by making
clean, short steps to a form to be
obtained at the Bank or at the Post
Office. When the form is presented
with ten clean stamps the depositor will
be credited one dollar.

6.—Depositors in the Savings' Bank having
\$100 or more at their credit may at
their option transfer the same to the
Hongkong and Shanghai Banking Cor-
poration on fixed deposit for 12 months
at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the
Ports by means of clean Hongkong
Postage Stamps of any value.

8.—Interest at the rate of 3 per cent. per
annum will be allowed to depositors on
their daily balances.

9.—Each Depositor will be supplied gratis
with a Pass-Book which must be pre-
sented with each payment or with-
drawal. Depositors must not make
any entries themselves in their Pass-
Books, but should send them to be
written up at least twice a year, about
the beginning of January and begin-
ning of July.

10.—Pass-Books containing Stamps or
other Remittances and a small
correspondence as to the business of the
Bank will, if marked on Hongkong
Savings' Bank Business, be forwarded
free of Postage or Registration Fees
by the various British Post Offices in
Hongkong and China.

11.—Withdrawals may be made on demand,
but the personal attendance of the
depositor or his duly appointed agent,
and the production of his Pass-Book
are necessary.

12.—All documents connected with the
business of the Savings' Bank are
exempt from stamp duty.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSI-
NESS will be commenced on the
1ST MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, April 25, 1884. 715

Bank.
THE NEW ORIENTAL BANK
CORPORATION, LIMITED.
(Incorporated in London on 18th July, 1884,
under the Companies Acts 1862, to 1883.)

LONDON BANKERS:
UNION BANK OF LONDON, LTD.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DE-
POSITS.
At 3 months' notice 3 1/2 per annum.
" 6 " 4 " "
" 12 " 5 " "

Current Accounts kept on Terms which
may be learnt on application.

J. MELVILLE MATSON,
Manager.
Hongkong, September 15, 1884. 1556

Notices of Firms.

NOTICE.
WE beg to give Notice, that We intend
to open a BRANCH of our Firm,
as Public TEA INSPECTORS and COM-
MISSION AGENTS, in CANTON, for the
coming Tea-Season.

MARGESSON & CO.

Macao, 24th November, 1884. 1573

NOTICE.

I HAVE Admitted Mr. NOORMA-
HOMED JAIRAZBHOY PEERBOY, as a PARTNER in my Firm,
carried on at BOMBAY, HONGKONG and
SHANGHAI, in my own Name, from Kartal
Sood 1st Swayam Year, 1841 (10th October,
1884), and the said Firms will henceforth be
designated and carried on under the Style of
JAIRAZBHOY PEERBOY & CO.

JAIRAZBHOY PEERBOY.

Bombay, November 10, 1884. 2059

NOTICE.

WITH Reference to the above, Mr.
JAIRAZBHOY KHETSEY is au-
thorised to sign our Firms in China from
this date.

JAIRAZBHOY PEERBOY & CO.

Hongkong, December 8, 1884. 2060

Intimations.

REGATTA HOLIDAYS.

THE Undermentioned BANKS will be
CLOSED for the Transaction of
Public Business, at Noon, on FRIDAY and
SATURDAY NEXT, the 12th and 13th
Instant.

For the Chartered Merchantile Bank of
India, London and China.—JOHN THURBURN, Manager.

For the Chartered Bank of India, Aus-
tralia and China.—T. H. WHITEHEAD, Acting Manager.

For the Hongkong and Shanghai Bank-
ing Corporation.—T. JACKSON, Chief Manager.

Hongkong, August 25, 1884. 1423

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For the
HONGKONG & SHANGHAI BANKING
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T. JACKSON,
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Hongkong, April 25, 1884. 715

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For the
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" 6 " 4 " "
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J. MELVILLE MATSON,
Manager.

Hongkong, September 15, 1884. 1556

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For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONERS),
ARE NOW
LANDING FROM AMERICA.

TOPOGAN BUTTER.
Eastern and California CHEESE.
CODEFISH, Boned.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb. cans.
Best Ideal SALMON in 5 lb. cans.
Cutting's Dressed FRUITS in 24 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robbins's Celebrated Potted
MEATS.

Lunch HAM.
Lamb's TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCOTASH.
Maple SYRUP.
Ginger SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.

DEVOE'S NONPAREIL
KEROSENE OIL.

KAI-SAR-I-HIND
CIGARETTES
in crystallized Boxes of 100 at \$6.50
per mille.

SPORTING and RIFLE GUNPOWDER
in 1-lb. Tins.

AGATE IRON WARE.
INSERTION RUBBER.

Tucker's PATENT PACKING.

HOLMES' DISTRESS-SIGNALS.
HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

PAINTS and OILS.
TALLOW and TAR.
PETOH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STORES,
including:

ALMONDS and RAISINS.
FABRIC PLUMS.
TYSON'S DESSERT FRUITS.
JORDAN ALMONDS.

Fine YORK HAMS.
PIANO TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Kippered HERRINGS.
Korringa's M SARDINES.

CAVIA.
COCOATINA.
Van Hoven's COCOA.
Epp's COCOA.

COOKING STOVES.

PARLOUR STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
1883 GRAVES, " "
BREAKFAST CLARET, "

SHERRIES & PORT—
SAUCONY'S MANZANILLA & AMON-
TILLIO.
SAUCONY'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &
1 and 3-star HENNESSY'S BRANDY.
COUVREUR'S BRANDY.
FINE OLD BOURBON WHISKY.
KINAHAN'S LIQUOR WHISKY.
ROYAL GLENDEFENDER WHISKY.
BOOD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOELI PEAT & CO.'S VERNOUTH.
JAMISON'S WHISKY.

MARSALA.
EASTERN CIDER.
CHARTREUSE.
MARSCHIN.
CURACAO.
ANGOSTURA, LIMON'S and ORANGE
BITTERS.
etc., etc., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in
5 catty Boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIREPROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, November 22, 1884. 1792

For Sale.

FOR SALE.
COURSE, DISTANCE,
AND AVERAGE SPEED TABLES,
LONDON, via THE SUET CANAL,
to
INDIA, CHINA, JAPAN, &c.,
VARIOUS OTHER TABLES AND NOTES,
BY
W. A. GULLAND.

To be obtained at the
"CHINA MAIL" OFFICE,
Moors, LANE, CRAWFORD & Co.
" FALCONER & Co.
Hongkong, September 2, 1884. 1475

FOR SALE.
A BORROUGHS & WATTS
SOLID MAHOGANY
BILLIARD TABLE,
Complete with CUE, POOL, PYRAMID, &c.,
BALLS, MAKING BOARD, RESTS, EXTRA
CLOTH, &c., &c.
Just arrived per *Ulysses*.

LANE, CRAWFORD & Co.
Hongkong, November 4, 1884. 1865

FOR SALE.
MINERVA-BRUNNEN.

A DELICIOUS NATURAL MINERAL WATER
in Cases of 90 Pints @ \$7.00.
do. 48 Quarts @ \$6.00.
Apply to
RUSSELL & Co.
Hongkong, November 10, 1884. 1897

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE,
Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 " 2 "

Dubois Frères & de Germon & Co.'s
BORDEAUX CLARETS and
WHITE WINES.

Baxter's Celebrated "Barley Bree"
WHISKY—\$7 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

TO LET.

NOS. 7 and 8, SYMEON TERRACE,
Nos. 3 and 4, PEDDER'S HILL,
No. 18, HOLLYWOOD ROAD,
No. 25B, PRAYA CENTRAL,
No. 44, GRAHAM STREET.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, December 2, 1884. 2023

TO LET.

NOS. 1 and 6, RICHMOND TERRACE, Bou-
ham Road.

The PREMises lately occupied by MESSRS.
SAYLOR & CO. (VICTORIA EXCHANGE) in
Queen's Road, with Dwelling-house above
and Godown on Ground-floor. To be let
either in conjunction with Storeroom or separately.
Possession from 1st November next.

Apply to
H. A. WOOLNOUGH,
Hongkong Dispensary.

Hongkong, October 11, 1884. 1731

TO LET.

GODOWNS—TO LET.
PRAYA EAST and WANLOI ROAD.

For Particulars, apply to
SIENNSSEN & Co.
Hongkong, April 26, 1882. 767

For Sale.

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON and
SINGAPORE.

THE Steamship *Cambodia*, Captain
WILCOX, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading and
to Undersign for counter-signature, and to
take immediate delivery of their Goods
from alongside.

Stamps impeding the discharge of the
Cargo will be placed at Consignees' risk and expense, and no
Fire Insurance will be effected.

Optional cargo will be forwarded on to
JAPAN, unless notice to the contrary be given
before arrival.

All claims against the Steamer must be
presented to the Undersign on or before
the 19th Inst., or they will not be recognized.

RUSSELL & Co.,
Agents.
Hongkong, December 0, 1884. 2005

SHIRE LINE OF STEAMERS.
FROM HAMBURG, MIDDLESBRO,
LONDON and SINGAPORE.

THE S. S. *Cardiganshire*, CAPTAIN
COURTENAY, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that all Goods, with the exception
of Opium, are being loaded and will be sent into
the Godown of the Undersign at Wan-
cun No. 3, behind the premises known as
"Blue House," whence and/or from the
Wharves or Bazaar delivery may be obtained.

Optional cargo will be forwarded on, un-
less notice to the contrary be given before
2 p.m. TO-DAY.

No claims will be admitted after the
Goods have left the Godown, and all Goods
remaining after the 12th Instant will be
subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, December 5, 1884. 2043

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG and
SINGAPORE.

THE Steamship *Wingfield* having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in their
Bills of Lading to the Undersign for
counter-signature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge will be
at once loaded and stored at Consignees'
risk and expense.

JARDINE, MATHESON & Co.
Hongkong, December 8, 1884. 2053

INTIMATIONS.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with New-
spapers, Books, Types, Ink, Pens, Pencils,
Papers, Correspondents, Letters, &c., and
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

SAILOR'S HOME.

ANY Cast-off CLOTHING, Books, or
Papers will be thankfully received
at the Sailor's Home, West Point.

Hongkong, July 28, 1878.

TO LET.

HOUSE, No. 62, LYNDHURST TERRACE,
Thoroughly Repaired and Painted.

Apply to
BELLIOS & Co.
Hongkong, December 10, 1884. 2071

SUNNYSIDE—TO LET, from 1st
January, 1885.

Apply to
J. J. FRANCIS.
Hongkong, December 10, 1884. 2070

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Apply to
J. J. FRANCIS.
Hongkong, December 10, 1884. 2070

VESSELS ADVERTISED AS LOADING.

Destination.

Vessels.

Captain.

Agents.

Date of Leaving.

Havre, &c., via Suez Canal.

Bespierre (s).

Wagner.

Siemens & Co.

About December 10.

Havre, &c., via Suez Canal.

Cascapedia (s).

Fraser.

Russell & Co.

December 13.

Honolulu.

Russell & Son.

December 13.

Ceylon.

Jago.

Jardine, Matheson & Co.

About December 13.

London.

W. S. Thomson.

Gibb, Livingston & Co.

December 16, at noon.

Marseilles.

Messrs. Machines.

Russell & Co.

December 16, at noon.

Portuguese Islands.

Talpuy.

Russell & Co.

December 16, at 3 p.m.

Shanghai.

Siemens & Co.

December 16, at 3 p.m.

St. Lucia.

E. & J. B. Franks.

December 16, at 3 p.m.

It will be noticed that Mr D. Gillies, the Secretary of the Dock Co., has curiously granted the Victoria Recreation Club the use of the *Admiral* to carry off visitors on Friday and Saturday to the *flagship* at the Dogpatch.

INSPECTOR REE, Sergeant Butlin, Constable Greaves, Shek Aing and another member of the force have been recommended for some days' leave by Dr Ayres, owing to injuries from burning they sustained at the late fire.

At the Police Court this morning, Mr Wise sentenced the Chinese to be incurably to six months' hard labour. The particulars of this case appeared in our issue of yesterday. In passing sentence on the man, Mr Wise regretted that legal difficulties prevented his committing the case for trial at the Supreme Court.

The *Band* of the *Buffa* will play at the Officers' Mess this evening, commencing at 7.30 p.m.

1. March, *The Hunter*, —
2. Due, *Melodist*, —
3. Overture, *Bellisario*, —
4. Suite, *Immortal*, —
5. Selection, *Offenbach*

6. Air Var., *Scotch Melodies*, —
7. Galop, *Feldjager*, —
Jno. KELLY, Band Sergeant.

YESTERDAY evening a somewhat select, but not by any means large audience patronised a concert given in the St. Andrew's Hall, City Hall, by Signor and Signora Vita, assisted by ladies and gentlemen, amateurs, and M. Piron. At a whole the performance fell rather flat. Signora Vita obtained a very hearty recall for her rather catching rendering of "Come Pretty Rose," and a party of gentlemen who sang the sextette. The Chafers were also recalled. Except in these two cases, the applause was rather like warm.

INQUIRIES Gray brought a charge of assault against eight boatmen before Mr Wodehouse this morning. These boatmen, armed with sticks and iron bars, made an attack on the inmates of a boarding house at 91 Praya West and several of those assailed were more or less injured. The reason of the attack is said to have been that the boarding house keeper advised some passengers going by a certain steamer not to pay the boatmen anything for securing their berths. It appeared from the evidence given that a guild or company was founded about last Chinese new year who appropriated to themselves the right to levy on Chinese leaving this Colony in sum the sum of \$1 for securing them berths.

The report of the Chief Constable of Inverness-shire, which was read at the Inverness county meeting recently, stated that the land agitation in Skye and the Long Island had assumed a very threatening aspect, and that the feeling against the police in Inverness, South Uist, was so strong that there was little prospect of getting even lodgings for a policeman there.

WARNING of Miss Anderson, the London correspondent of a Louisville journal, was taken a start of London critics. Here is a short specimen of his eloquence: "Mary Anderson's *Galatea* is a benison-like a babe that opens wide its eyes for one moment on the world, and leaves it with a sigh; like a flower that breathes in fragrance all day upon the earth of which it is not; like a grand star of music that floats and shines at twilight, and sinks away into the dim, restful gloom of which we dream, but in which we cannot be pure for the world's sake; leaving behind a memory, a perfume, a harmony, sweeter, sweeter, more exalting, more divine."

NUMBEROUS plots and projects for the sanitation of Naples will be presented shortly by the Prefect of the Syndic to the Government, and a Royal Commission will be forthwith applied to examine their practicability. The estimate of the cost of the proposed works varies from £3,000,000 to £4,000,000, and includes the provision of a complete system of drainage, and the opening of a broad street, right through the centre of the bad quarters, which will necessitate the demolition of the *Foraci*. The Naples Water Works Company will, early next year, furnish a supply of 7,000,000 cubic feet of water daily to the city, which will form an important item in its sanitation. Meanwhile the administration of King Humbert is preparing a series of immediate improvements in the condition of the lower districts. Last week 84 decrees from abroad were recorded. Standard Telegram.

A NORWICH correspondent wishes to know the meaning of the expression "Go to pot" - whether it be slang, whether it refers to a person, place, or thing, and so forth. I can only tell my correspondent to refer to the index to *Notes and Queries*, in which learned and entertaining publication the origin and the meaning of "Go to pot" were discussed some years ago. It is, at least, of medieval date, and has some kind of reference, I fancy, to the pot full of penitential ashes which, prior to the Reformation, used to be placed at the heads of dying persons. In course of time, to say that a person or thing must "Go to pot" meant that the person or thing was irreversibly doomed to disputation or destruction. It was equivalent to the marking of the forehead of the condemned criminal in ancient Greece with the letter *theta*, for *thetaon*. I remember reading in some contemporary account of the deliberations of the "conspirators" in the pretended *Pontifical* that the conspirators (according to *Litt's Oates*) had agreed to make a report to the masters of vessels driving home touching any deaths that may have taken of it. The vessel was handed over a number of log books and read extracts

from them showing the average consumption of coal and speed, and also handed in a considerable number of letters which passed between the parties. Before his firm chartered the *Hungarian*, they had, in Jan. 1880, chartered the *Jere*, 27,000 piculs for \$5,000 per month; after it they chartered the *Clarendon*, 1700 tons, for \$5,750; the *Indra*, 30,000 piculs, \$5,500; *Volmer*, 1850 tons, \$5,250; *Vertigera*, 23,000, \$5,350.

In answer to the Attorney General, Mr James said he renewed the charter party because it was always better to re-engage a ship, on which the officers knew the trade, than to get a new ship in which the officers did not know the trade at all. The case was adjourned at a quarter to four o'clock, until to-morrow at half past.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before Sir G. Phillips, Chief Justice, and a Special Jury.)

Wednesday, December 10.

STEVENS AND OTHERS v. BUTTIN & BORN, \$22,841.

Mr Francis, instructed by Messrs. Bonython, Watson and Deacon, appeared for the plaintiffs, and the Attorney General (Hon. E. L. O'Malley) and Mr A. G. Wise, instructed by Messrs. Sharp, Johnson and Stokes, represented defendants.

There was some difficulty in getting a jury. Mr E. MacIntosh was first called, but was asked to stand aside by the defendants. Mr H. L. Dalrymple, who was next called, did not appear. Mr T. H. Whitehead, who was the fourth to be called, said the sub-manager of his bank (the Chartered Bank) had gone to Foochow this morning, and as there was no one to represent the Bank except a junior assistant accountant, he should be glad, if it were possible, to be excused. His Lordship said Mr Whitehead might stand aside.

Mr Stevens was not called, but Mr Francis said he was a witness, he was also asked to stand aside. Mr D. Rutland was called, but did not appear. Mr E. Burnie was called, but he was also requested to stand aside on account of being a witness. The gentleman who was called and was allowed to serve were Messrs. A. MacClymont, A. MacCombie, T. Arnold, D. Rutland, and A. P. MacEwan. There were still two jurors wanted, and all those summoned had been called, his Lordship said he did not see why Mr Burnie and Mr Siebe should not serve.

Mr Francis said he had no objection whatever to Mr Burnie. He believed that gentleman's evidence was purely technical; Mr Siebe was a witness for Mr Francis; he had no objection to Mr Siebe serving.

No objections being offered by the defendants' counsel, Mr Burnie and Mr Siebe were sworn, along with the other defendants.

Mr MacEwan asked why the other two gentlemen had not been present.

His Lordship: If they do not choose to come, they must suffer the consequences.

Mr MacClymont, foreman of the jury, said to know if the Comptroller in this case intended to follow the precedent set in a case recently with regard to *sons*; as this case seemed likely to be a long one, and it would not be fair to make them serve for the ordinary fee.

His Lordship: They are not called upon to do it.

Mr Francis: I have learned Attorney General and myself have agreed to the course suggested, viz., that the jury should have the ordinary fee of \$10, that to follow the result of the case, and \$10 for each succeeding day, half to be paid by each party, irrespective of the result of the case. I think it only right, to save any misapprehension, to state that the mistake was made in the last case of paying the jury \$20 each for the present day, instead of \$10. We have no intention of following that proceeding, if it was done.

Mr Sanger said it was not done.

Mr Francis then stated the case for the plaintiffs. He said the action was grounded on certain warranties given with regard to the carrying capacity and speed of the steamer *Hungarian*, chartered in January, 1881, by her owners (Messrs. Burrell & Sons at home), Messrs. Arnhold, Karberg & Co. forwarded the complaint to Messrs. Burrell & Sons at home. Messrs. Arnhold, Karberg & Co. at once wrote to Captain Alison, who was then in command, for more information, and Captain Alison immediately sent back the log books. The defendants, on plainting applying for these books, said that they had destroyed them, giving as their reason that they could not keep all the waste books they received. He thought that was hardly correct. However, several extracts had been made from these books by Mr James, who would give evidence. Mr Francis then went on to argue that the expression "good water" meant the character party must be taken to mean what would reasonably be called ordinary weather on the route in which the steamer was employed. Plaintiffs did not say the vessel did not at any time do 3, 4, or even 10 knots, but they complained that the vessel did not do what she was guaranteed to do in the charter party. Their claim was for the difference between the amount they had paid, for the whole of the charter money had been paid with the exception of \$2000 or \$3000, and the amount they would have paid at the time the ship was chartered for a vessel of the capacity and speed which the *Hungarian* proved to be. They had paid, at the rate of \$5,750 per month, \$162,000 for 24 calendar months, less \$4,725, deducted for time in dock. Between the two totals there was a difference of \$23,307. This sum plaintiffs now claimed, less 2 per cent commission, which reduced their claim to \$22,841. Mr Francis next read the pleadings which he had for the defendants contained in Mr Francis' case. In defendants' reply they assert the *Hungarian* had a capacity of 33,000 piculs for short voyages, exclusive of her bunker capacity, and a speed of 9½ knots on a consumption of 12½ tons, and of 11 knots on a consumption of 17 tons in smooth water, and that if that speed was not obtained it was because plaintiffs used inferior coal.

Mr Francis would bring evidence to prove that the construction of the furnace of the *Hungarian* were such that she could not possibly burn 17 tons of coal a day, and he would also bring evidence to show that in a voyage from Saigon she was unable to carry anything like 33,000 piculs of rice.

Mr Francis referred to the question of alternate damages. He also stated that there would be little *vice versa* evidence, but that there would be a great mass of evidence taken *de bono*, which both sides had agreed should be put in without any condition, except that Counsel should have a right to comment on it. Any question of law it had been agreed should be referred for decision by his Lordship the Chief Justice after the jury had returned their verdict on the facts.

Mr James was then called, and gave evidence to much the same effect as Mr Francis' statement. Mr James said he considered a short voyage to mean any voyage on the coast of China or Japan; a voyage from Nagasaki he considered a short one. He produced the contract note for the Cardiff coal supplied to the *Hungarian* in Hongkong harbour and in Singapore and Shanghai, and also the receipts signed by the Chief Engineer and Captain. He never saw any complaints from either regarding the carrying capacity and speed of the *Hungarian*; they sometimes complained of the Cardiff coal; they said the coal was always burned on the way up from Australia. He had complained to the Captain after every voyage of the length of it. From his recollection the speed of the *Hungarian* was never more than nine knots. The Captain complained of the weather on that voyage. The Captain was the only one to pay the *Hungarian* the price of the capacity of the steamer. She came back very deeply laden, but he could not say whether or not she was down to the *Plimmoor* mark. Mr James produced a report to be made by the masters of vessels driving home touching any deaths that may have taken of it. The vessel was handed over a number of log books and read extracts

from the 6th March and made eight voyages under the charter party. Mr Francis then gave the dates of her departure from and arrival here, and also her destinations, and also mentioned the names of several ships from which she was supplied in harbours and in Singapore and Shanghai with Cardiff coal. He then said he only intended to call the special attention of the jury to one or two of the voyages. It was found by her charterers that so far as her speed and capacity was concerned she was not up to the representations made. Her second voyage commenced on the 6th June, and ended on the 28th October, and was from Hongkong to Foochow, and by outside passage to the Australian port back.

On voyage her Captain had given written instructions to burn coal in the engine to make the best possible speed he could, and he was running in opposition to the *Centaur*. The ship was provided with Cardiff coal. On that voyage the vessel burned something like 15 or 16 tons per day, and made an average speed of 9 knots. With the exception of a short part of the voyage fine weather and smooth water was enjoyed. The result of this was that a formal complaint was sent to Messrs. Arnhold, Karberg & Co. and also to the Captain, calling their attention to the deficiency in capacity and speed and giving them notice that a heavy claim would be made in respect of the deficiency. On the 4th voyage, which was intended as a special test of her carrying capacity, notice to that effect being sent to the agents and Captain before the voyage was commenced, she was sent to Nagasaki to bring a cargo of coal to Hongkong, and it was expected she would carry 33,000 piculs of rice exclusive of the amount stored in her bunkers, in fact as deep as considerations of safety would allow, and even then, according to her bill of lading, she only carried 1622 tons in her hold and 390 tons in her bunkers. When the coal was weighed in Hongkong, it was found there were a few tons more in the holds than were marked on the bill of lading, the amount being 1676 tons. Her guaranteed capacity was 32,000 piculs, and her bunkers were 3000 tons, or 16,000 tons, in addition to 400 tons is her bunkers; she only carried 2,061 tons, or 298 tons short of her guaranteed capacity. Her sixth voyage was from Shanghai to Foochow and then to Australian ports. She was taken into dock at Shanghai and thoroughly cleaned and before she left that port she was supplied with about 400 tons good Cardiff coal from the *Plimmoor*, and the Captain was again given instructions to make the best possible speed he could, sparing no coal in the engine, exceeding the limit in the charter party if necessary.

If that voyage, on a consumption of from 15 to 16 tons of coal, the speed made was between 9 and 9½ knots, and even then that was only when all sail was set. Mr Francis said he would suppose the best speed was 10 knots, as this would be the vessel's log book, containing details as to the weather and the engine's log book showing the pressure, revolutions and quantity of coal consumed.

Inspector Grey was in charge of a case in which *Ip Amuk* a gardener at Lap-San charged *Li Afn* with theft of a quantity of cauliflower. Complainant stated that on the morning of the 8th inst., he missed two hundred and twenty cauliflower from his garden and this morning missed thirty, worth all \$30. He immediately proceeded to the West Market where he found the defendant in possession of two baskets of cauliflower in his property. The defendant stated that he bought them in the market from a *Hakka* man for fifty cents.

The *Salvationists* have made a very strong

claim. His Worship said he could do that at the Criminal Sessions, and also bring what other proof he chose to. He would have to wait here until the Sessions came on. The case was then committed.

NOTES FROM THE METROPOLIS.

(From our Correspondent.)

London, Oct. 29.

Blondin is back in England and still his walks' the rope unharmed. He was the rage when I was a small boy, and for a dangerous occupation he has had wonderful luck. What he can do on the rope is marvellous. I saw him blindfolded with a handkerchief and, with a full sized sack over his head an' body, walk to the centre of the rope and there deliberately lie down on his back. Think of that.

Again 'Called Back,' and the playing of it, has been subjected to burlesque. And this time it is in hands that will make the fun extracted fast and furious. 'Called There and Back' is extremely funny, and at the *Gaiety* should enjoy a good run. The effect of fun upon an audience is a curious study. When Artemus Ward gave his famous lecture in Piccadilly, half the audience were crying with laughter, while the other half were asking with indignation whether they had not been swindled by the grave and impassive lecturer.

The *Salvationists* have made a very strong claim. A woman who had been blind some time recovered her sight during a meeting held on her behalf, and whilst prayer was being offered for her recovery. The days of miracles are not over.

That commerce pays better than robbery is a calling in these days the 'Willies and Bequests' column frequently brings to our notice. Never more so than this week when the list is headed by Lord Farquhar of Farnham. The aggregate value of the personal estate in England and Ireland amounted to £39,000. Immediately following this is the will of Mr W. R. Mitchell, late of the Stock Exchange and of 14 North Terrace, *Camberwell*. The value of his personal estate was £219,000.

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following hours.—This Time Table will take
effect from the 1st November, 1884.

WECK DATES. SUNDAYS.
Last Friday, 12.00 P.M. Last Kowloon Lines H.S.
6.00 A.M. 6.00 A.M. 6.00 A.M.
8.00 " 8.00 " 8.00 "
8.50 " 9.00 " 9.00 " 10.15 "
9.40 " 10.15 " 11.00 " 12.00 " NOON
10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.
12.45 P.M. 1.00 " 1.30 " 2.00 "
1.30 " 2.00 " 2.30 " 3.00 "
2.20 " 3.00 " 3.20 " 4.00 "
3.20 " 3.50 " 4.20 " 4.35 "
4.10 " 4.30 " 4.50 " 5.10 "
4.50 " 5.10 " 5.30 " 5.50 "
5.25 " 5.40 " 5.10 " 6.30 "
5.30 " 6.30 " 7.00 "
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